

Hoffman Master Plan

Eisenhower East Small Area Plan



Planning Commission Work session

December 6, 2005

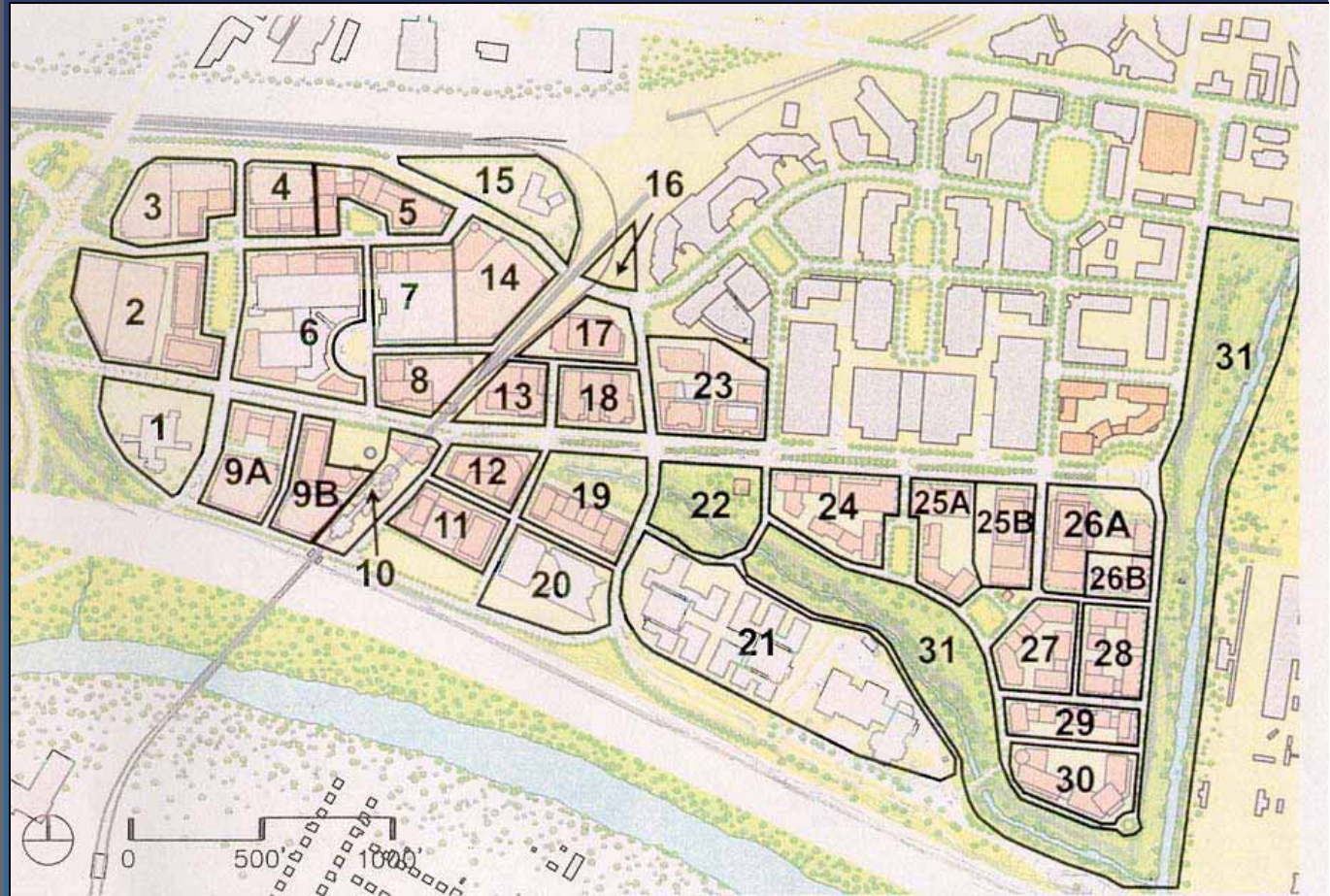


Department of Planning & Zoning

Modified Special Use Permit Process

- January 2006
Court Stipulated
Completion Date
- Two Part SUP
Process for each
Hoffman
Development
Block DSUP#1
and DSUP#2
- Work session
Issues

Where we are today



Eisenhower East Small Area Plan



Planned to Optimize Transit

Balance of Residential/Office/Retail

Walkable Blocks w/ Retail Frontage

Reduced Use of the Auto

Urban Design w/ Open Space/Plazas

24/7 Day/Night Activity

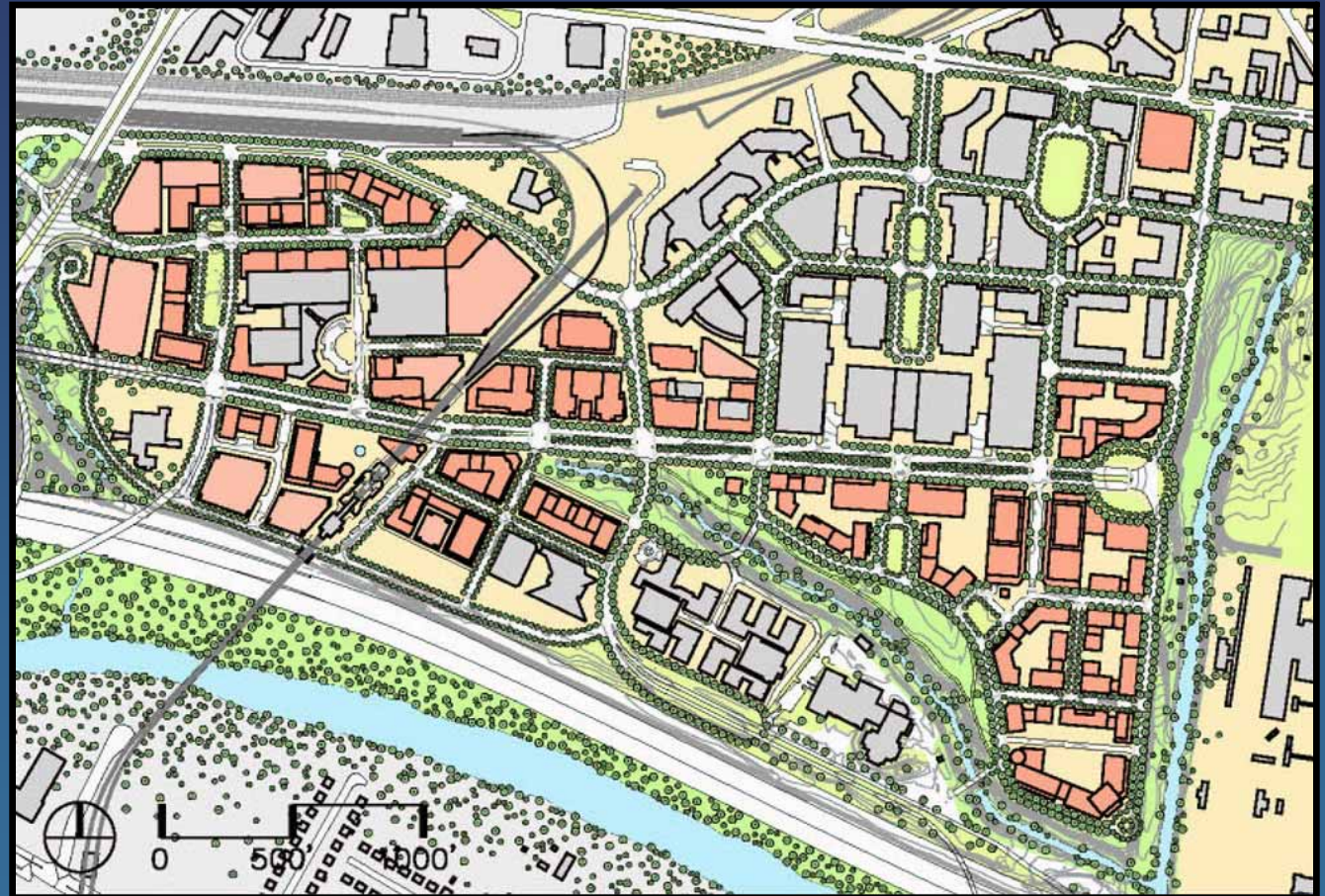


Department of Planning & Zoning

Eisenhower East Small Area Plan

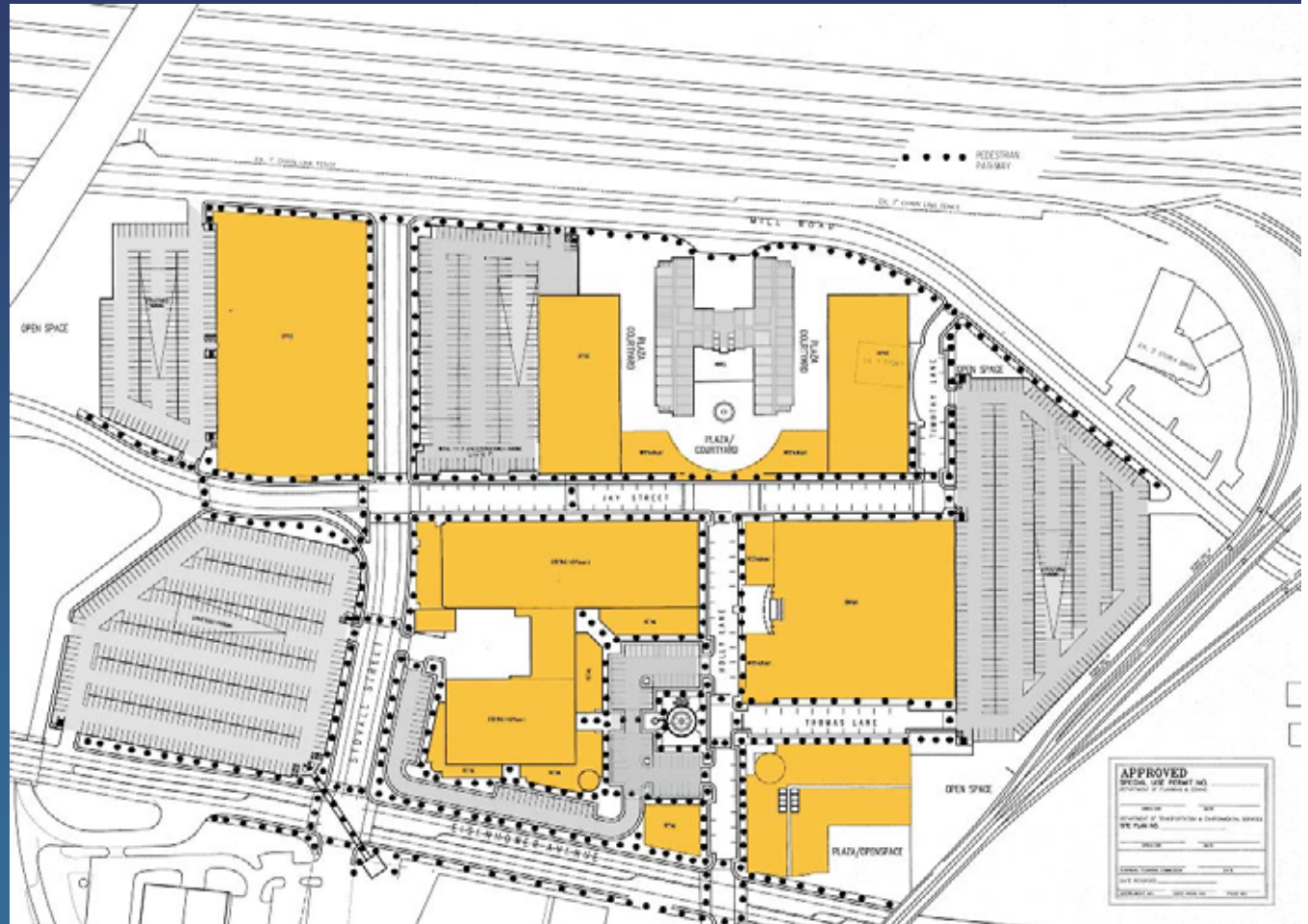
Create a vibrant new “urban village” with:

- Transit-focused neighborhood
- Balance of jobs and housing
- Retail/entertainment center
- Pedestrian-friendly open space, urban plazas and parks



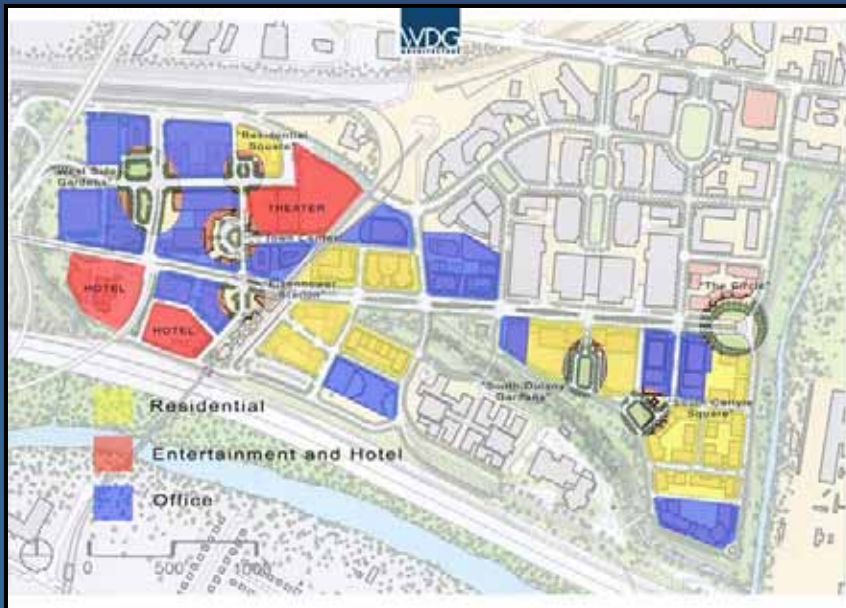
Original Hoffman Approved Development

- Primarily Office Use
- Surface Parking
- Large Buildings, Parcels and Blocks
- No Grid System of Streets
- No Transportation/Transit Strategy

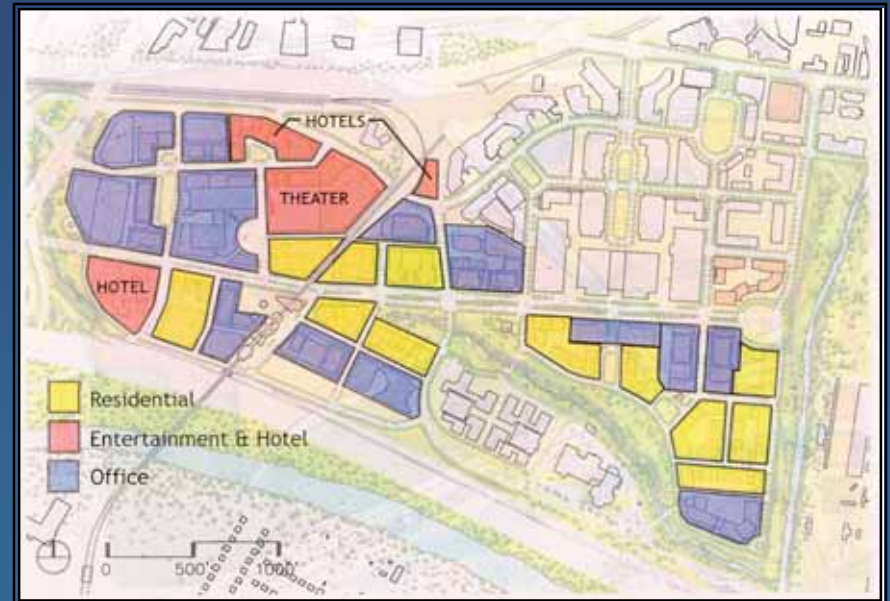


Comparison

- Principles of the EESAP as reflected in Hoffman's new Master Plan



Hoffman Master Plan



Eisenhower East Small Area Plan



Summary of Hoffman Master Plan Consistencies with the EESAP

- Balance of Residential-Retail-Office Uses
- 24/7 day and night activities
- Town Center
- Grid System of Streets = smaller blocks
- Optimized Transit Strategy
- Wide Pedestrian Sidewalks
- Open Space Network
- 2 Levels of Underground Parking



Issues

- Eisenhower Avenue Median
 - Balancing Vehicular Convenience w/ Pedestrian and Open Space Needs
- Eisenhower Avenue Metro Station Plaza
 - Achieving a unified w/ two areas
- Providing interim improvements



Eisenhower Avenue Median

Eisenhower East
Small Area Plan
Guidelines

East of Mill Rd

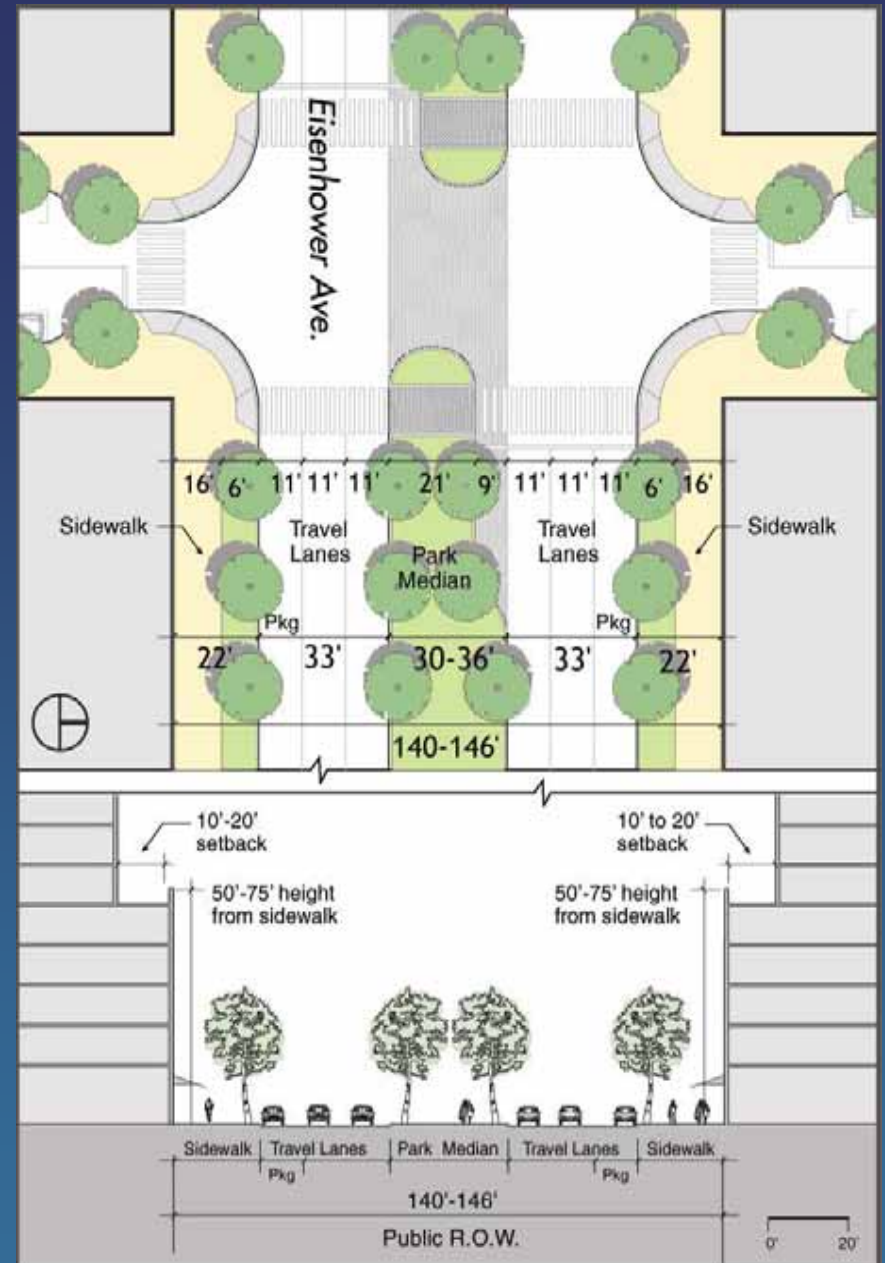
Median=30-36'

ROW 131'-133'

West of Mill Rd:

Median=12-14'

ROW 140'-146'





	CHANGE FROM EESAP	IMPACT
Swamp Fox	4-way intersection from T-Intersection	Additional Left Turn Lane on Eisenhower
Stovall Ramp	Parallel road eliminated	Need for Swamp Fox or other left turn from Eisenhower Additional pavement-hostile for pedestrians Access to Holiday Inn of concern
Southern Road	No left turn or signal from Mill Ramp from all movements	Additional left turn lane on Mill Rd Redistribution of 425 peak hour trips Potentially longer queues on Eisenhower
Elizabeth Lane	Eliminated	Dual left turn lanes on Eisenhower to Mill Rd Redistribution of 450 peak hour trips

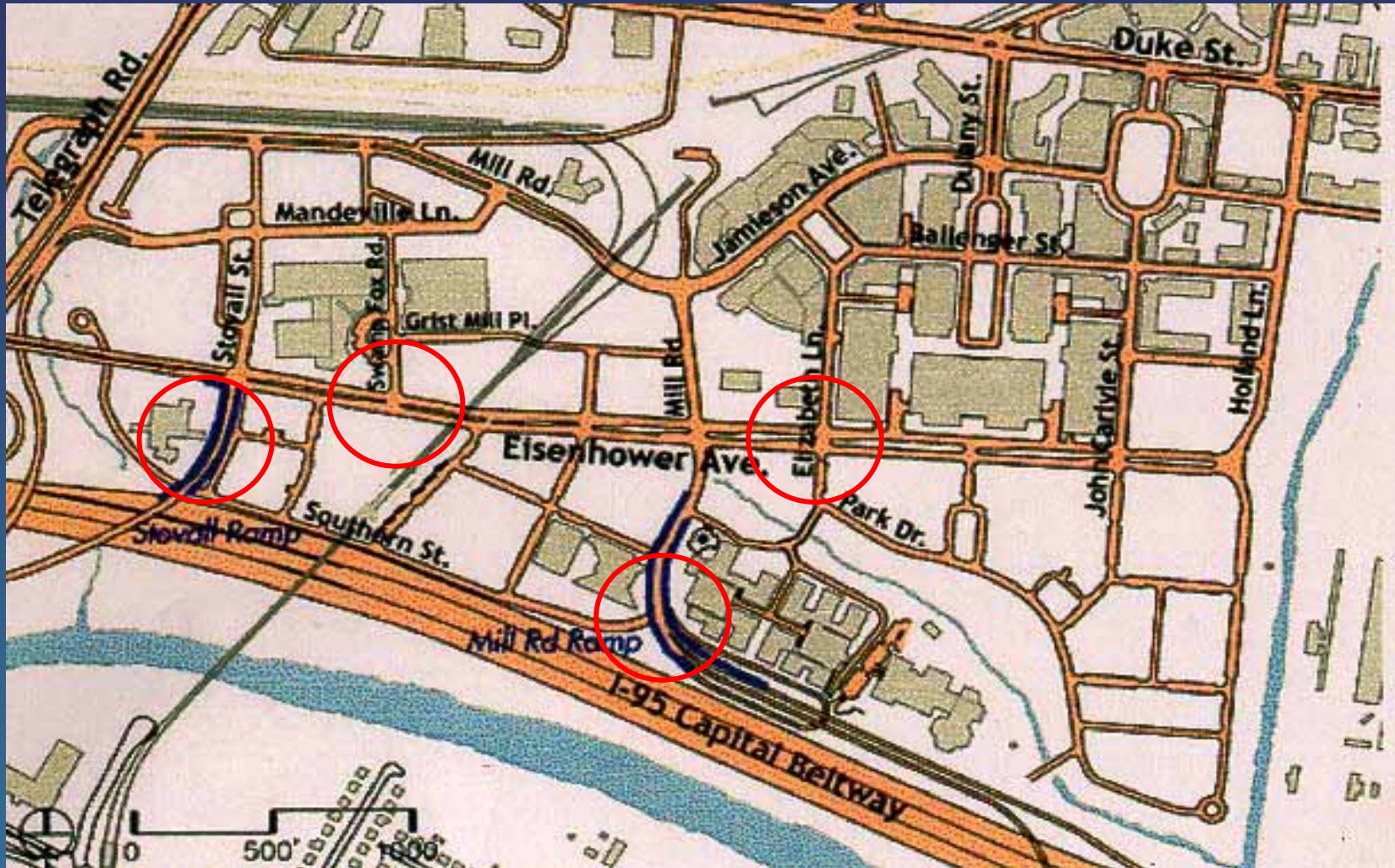
Other Impacts

Redistribution of Traffic

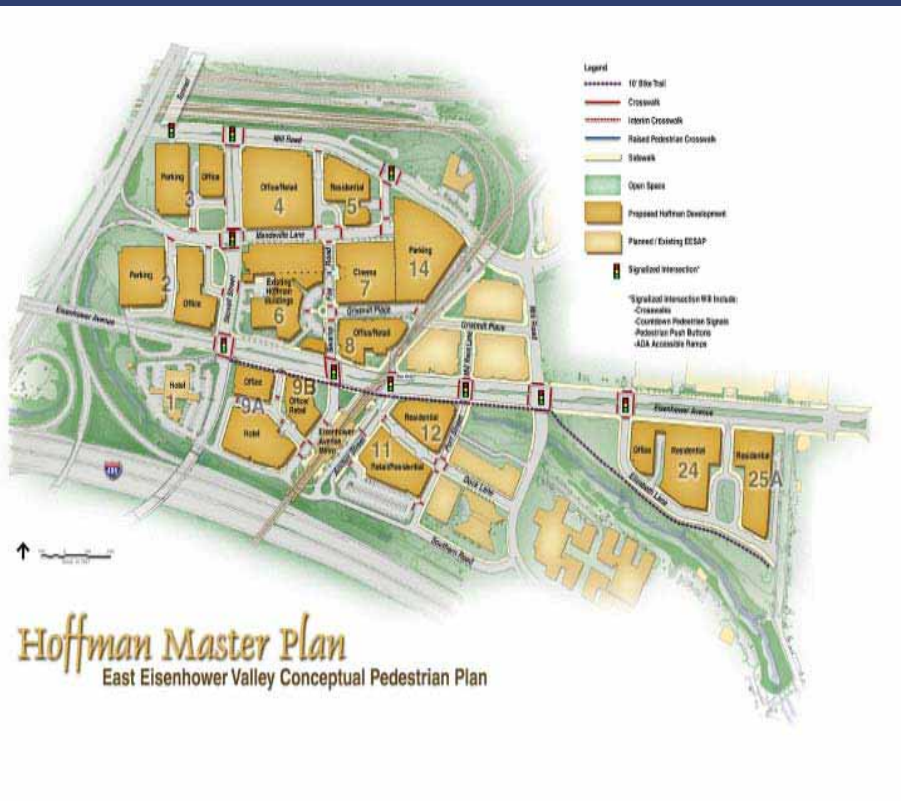
Length of turn lane

Width of turn lane





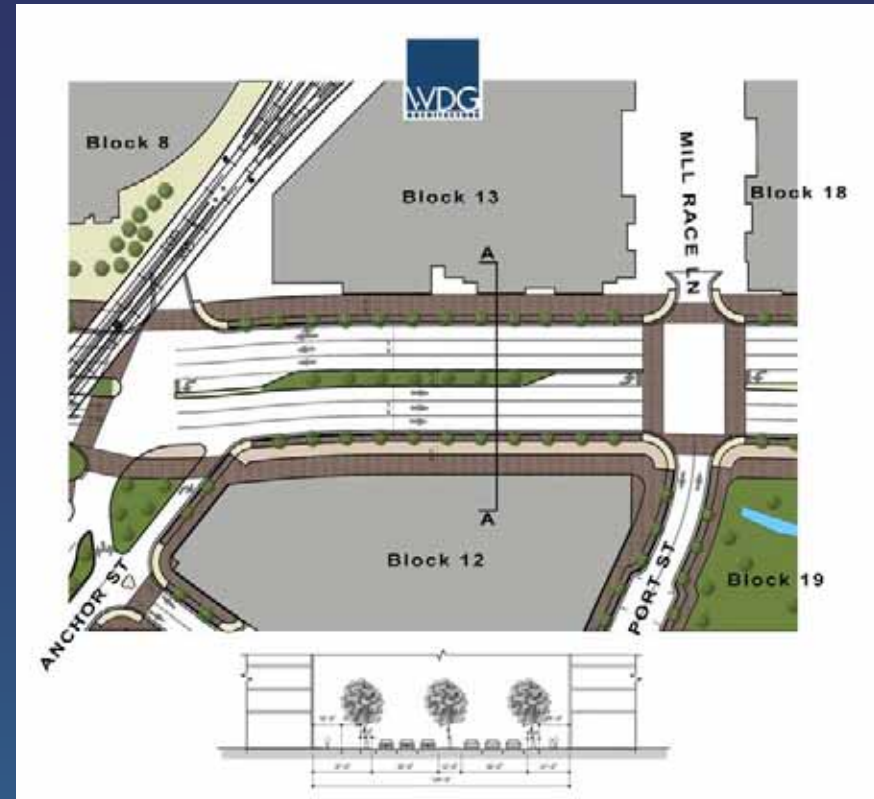
Hoffman's Revised Eisenhower Avenue Plan



- Shorter Turn Lanes
- Widened Row From Center Line
- Extended Length of the Median
- 31' on South Side for Bike Lane and Sidewalk



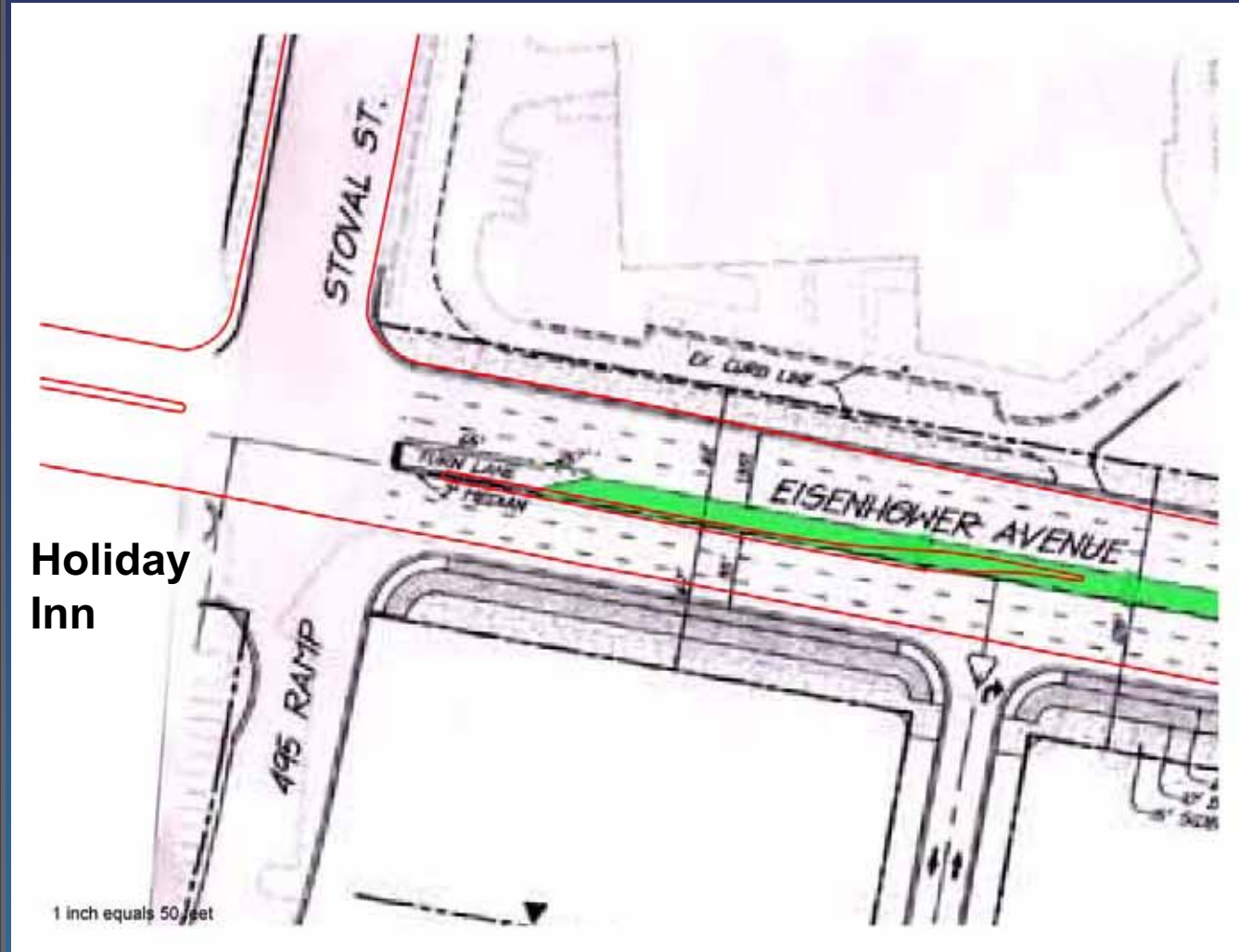
Hoffman's Conceptual Revised Eisenhower Avenue Median



Stovall Intersection

Issues:

- 5-way intersection is a concern
- Access to Holiday Inn
- Hostile pedestrian environment



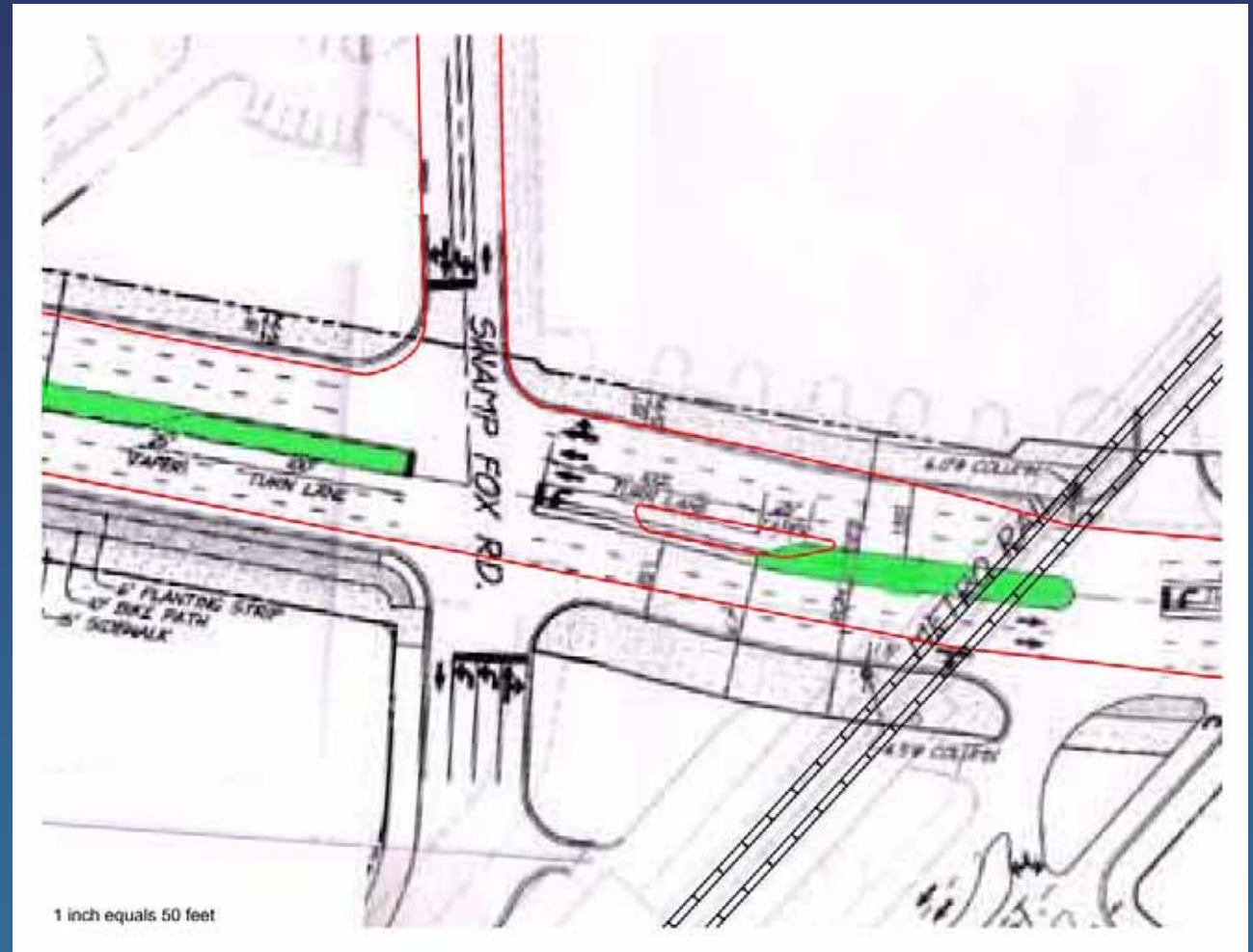
**Holiday
Inn**



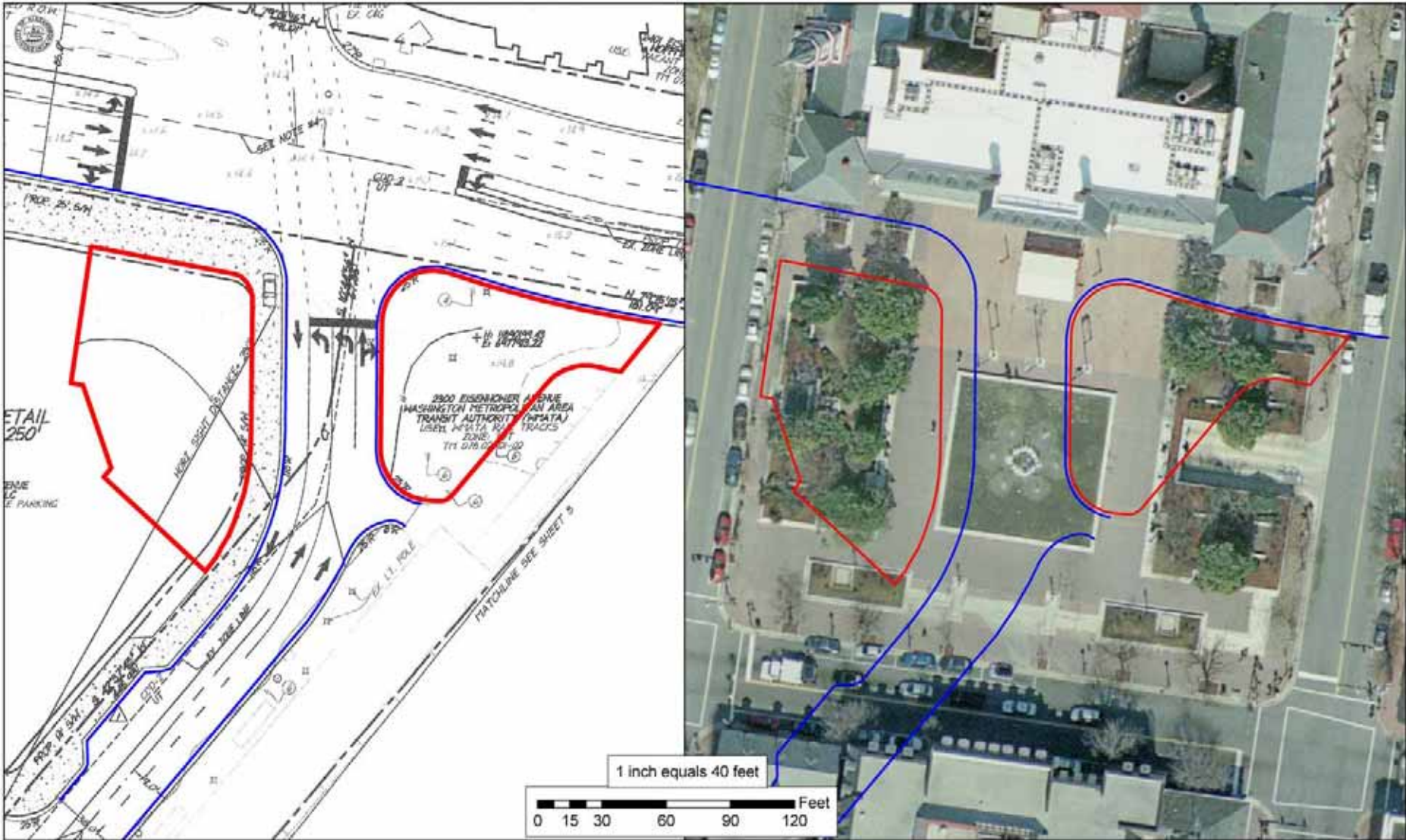
Swamp Fox Intersection

Issues:

- Pedestrian crossings
- Width of Median
- Dual left turn lanes
- Plaza



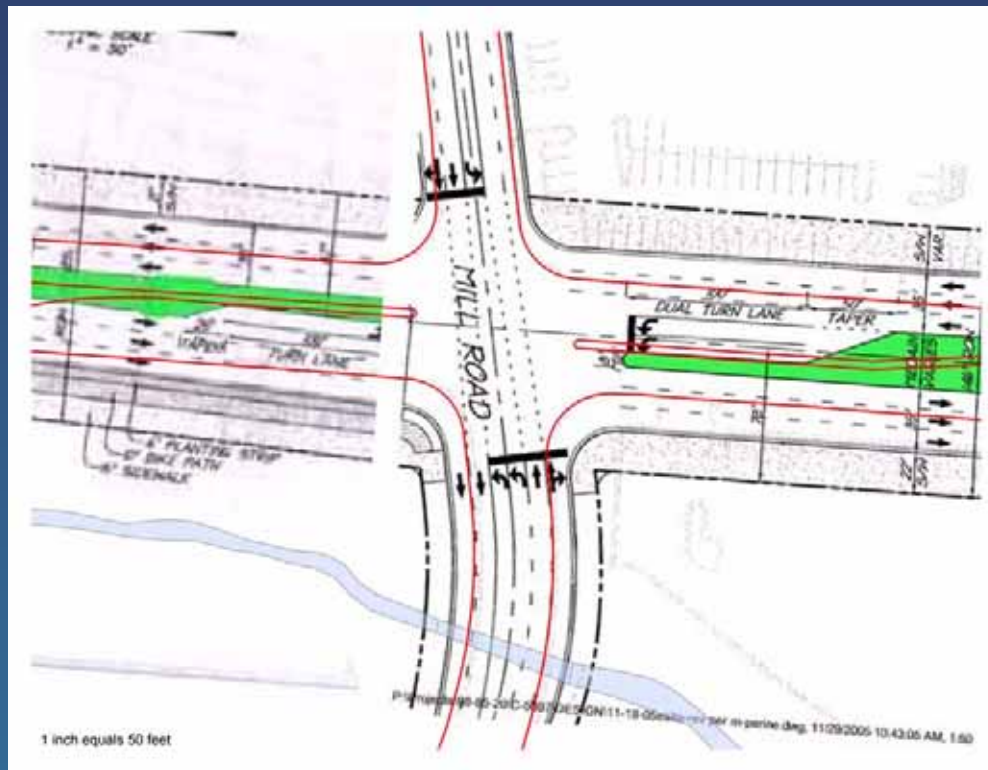
Eisenhower Station Metro Plaza



Mill Road Intersection

Issues:

- Width of Median
- Dual left turn lanes



Elimination of dual left on Mill road, new median

Proposed Hoffman Revision

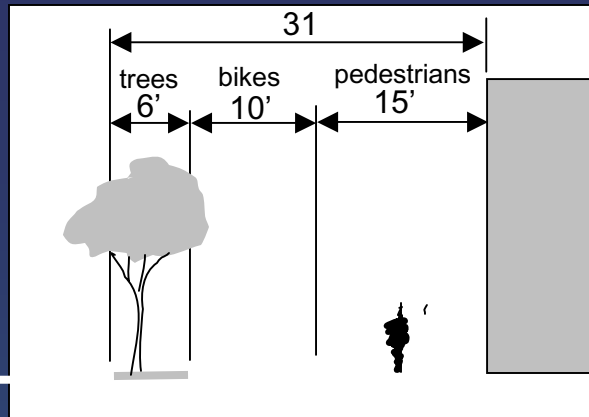


Eisenhower Avenue Median Interim Solutions Needed

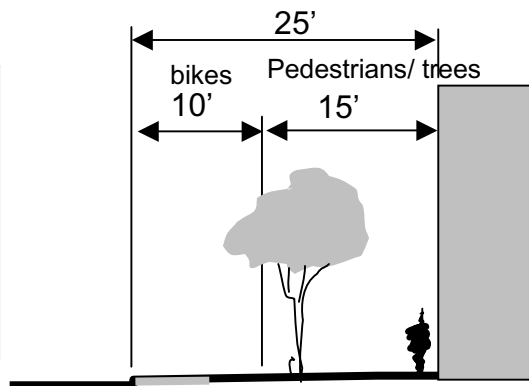
- Existing 14' median
- Long Term 30'
 - Number of Lanes
 - Interim Width of Median
 - Design and Build an Interim Solution



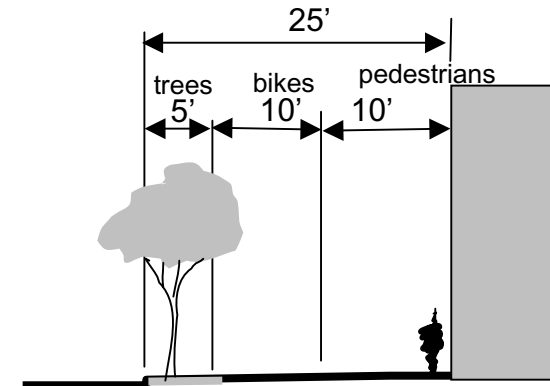
Approaches to Design



EESAP

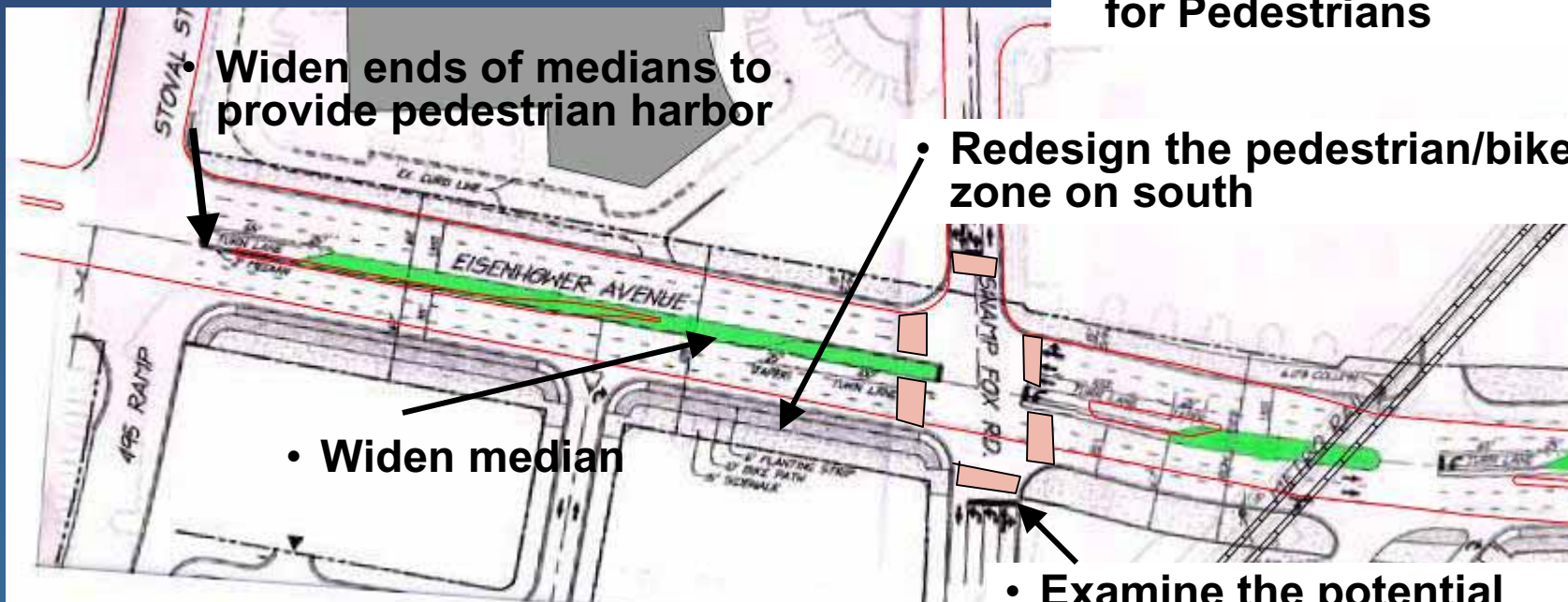


Option 1



Option 2

- Focus Intersection Design for Pedestrians



• Widen ends of medians to provide pedestrian harbor

• Redesign the pedestrian/bike zone on south

• Widen median

• Examine the potential design of dual left turns on Swamp Fox

Stovall to Swamp Fox



- Design Intersections for Pedestrians

Redesign the pedestrian/bike zone on south

Focus Truck Access at Mill Road for southwest parcels

Redesign Mill Race sidewalk to reduce width from 31' to 21'

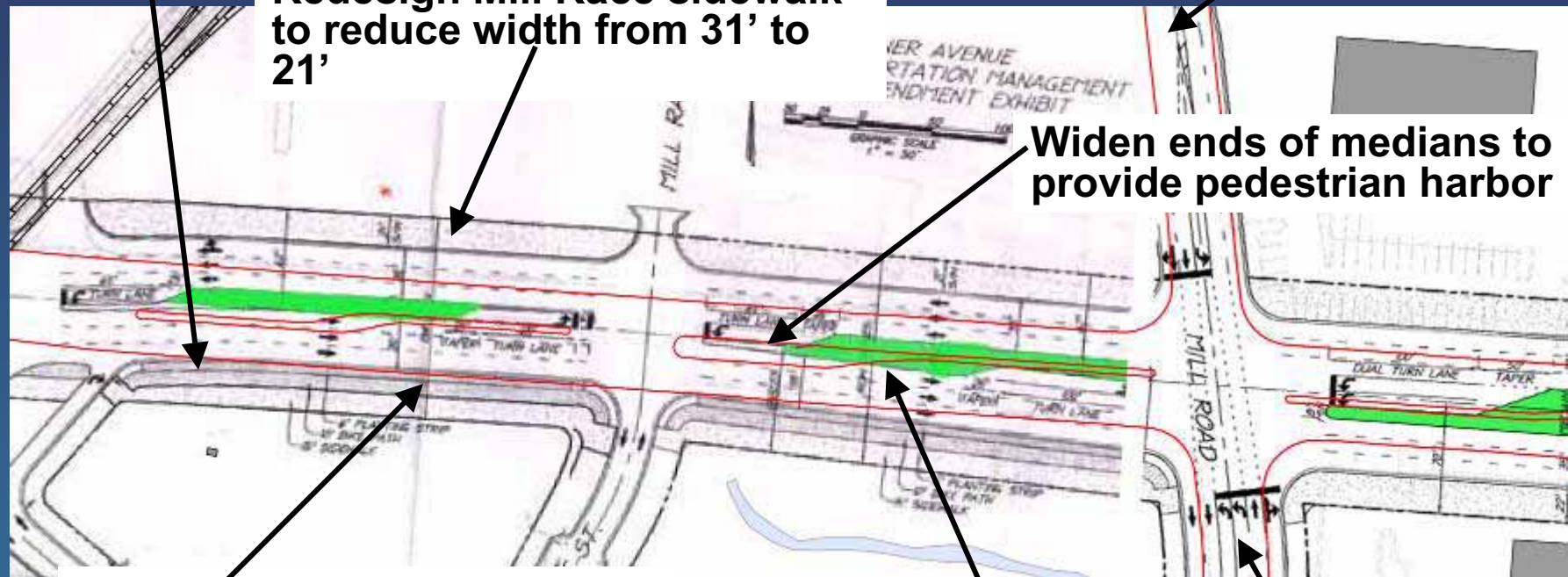
Widen ends of medians to provide pedestrian harbor

Realign Eisenhower south at edge of open space to widen median

Widen the median

Eliminate dual left turn on Mill and add Landscape Median

Metro to Mill Road



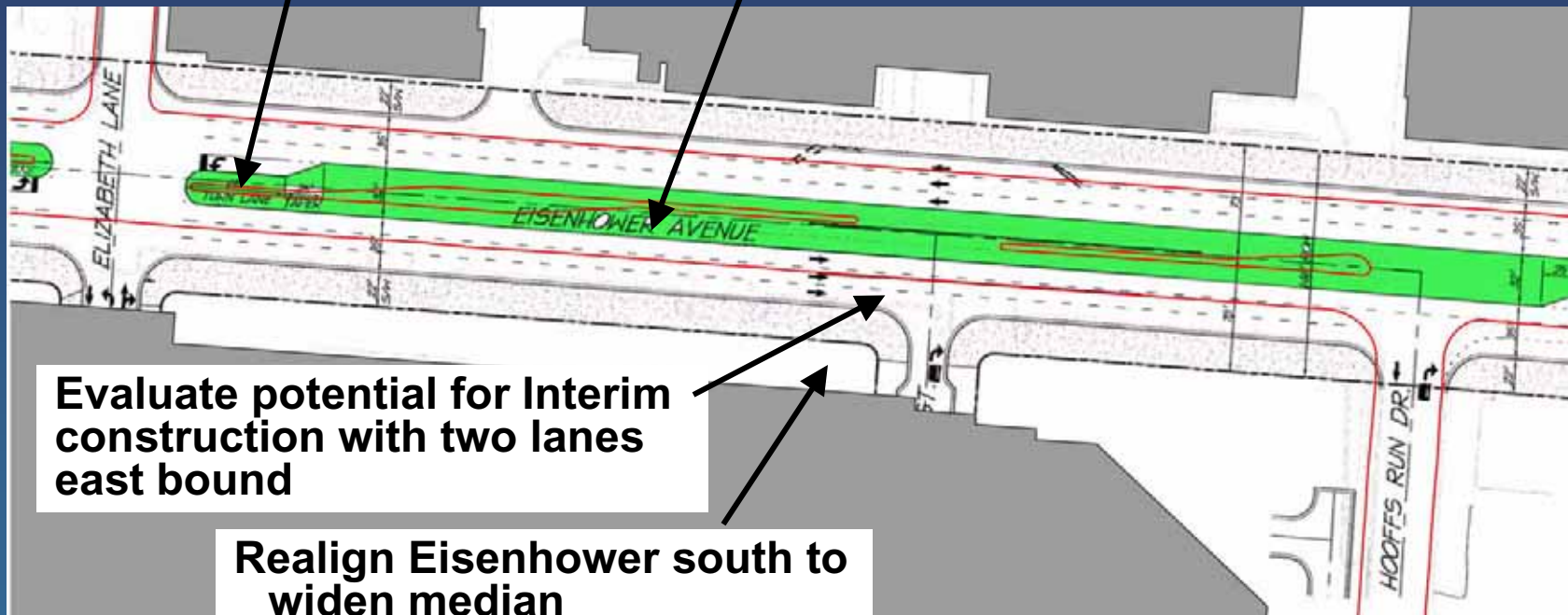
- **Design Intersections for Pedestrians**

Widen ends of medians to provide pedestrian harbor

Widen the median

Evaluate potential for Interim construction with two lanes east bound

Realign Eisenhower south to widen median



Elizabeth to John Carlyle



Department of Planning & Zoning

Next Steps

- Receive Planning Commission Input
- Prepare Preliminary Design for Eisenhower Avenue to meet:
 - Plan Intent
 - Pedestrian/Bike Circulation
 - Boulevard Landscape
 - Vehicular Circulation

